

SAILING DIRECTIONS CORRECTIONS

PUB 120 **1 Ed 1997** **LAST NM 26/00**

Page 187—Lines 20 to 21/R; read:
consisting of 100 chun.

Firing Areas

Firing and bombing exercise areas used by Korean authorities along the coast of Korea are given below:

1. Army Controlled Area:

Area R-77.—An area bound by the following points:

- a. 38°32'09.7"N, 128°24'51.7"E.
- b. 38°34'09.7"N, 128°30'51.7"E.
- c. 38°32'09.7"N, 128°31'51.7"E.
- d. 38°30'09.7"N, 128°30'51.7"E.

2. Navy Controlled Areas:

Area R-72.—An area bound by the following points:

- a. 34°18'11.5"N, 127°59'52.3"E.
- b. 34°18'11.5"N, 128°34'52.1"E.
- c. 34°00'11.6"N, 128°34'52.1"E.
- d. 34°00'11.6"N, 127°52'52.3"E.

Area R-99.—An area bound by the following points:

- a. 34°45'11.3"N, 128°44'52.0"E.
- b. 34°48'11.3"N, 128°59'51.9"E.
- c. 34°37'11.4"N, 129°05'51.9"E.
- d. 34°20'11.5"N, 128°51'52.0"E.
- e. 34°20'11.5"N, 128°40'52.1"E.

Area R-100.—An area, 4 miles in radius, centered on position 34°53'11.3"N, 128°56'51.9"E.

Area R-115.—An area bound by the following points:

- a. 37°24'10.3"N, 129°44'51.4"E.
- b. 37°13'40.4"N, 130°59'51.0"E.
- c. 36°49'10.6"N, 130°59'51.0"E.

Area R-116.—An area, 4 miles in radius, centered on position 37°47'54.8"N, 124°39'33.1"E.

Area R-117.—An area, 4 miles in radius, centered on position 34°55'11.1"N, 125°56'52.9"E.

Area R-118.—An area bound by the following points:

- a. 34°00'11.6"N, 127°39'52.4"E.
- b. 34°00'11.6"N, 128°29'52.1"E.
- c. 33°10'11.9"N, 127°49'52.4"E.
- d. 33°10'11.9"N, 127°39'52.5"E.

Area R-119.—An area bound by the following points:

- a. 35°47'00"N, 129°40'05"E.
- b. 35°43'00"N, 130°12'12"E.
- c. 35°37'36"N, 130°12'12"E.
- d. 35°27'56"N, 129°51'48"E.
- e. 35°28'00"N, 129°40'05"E.

Area R-120.—An area bound by the following points:

- a. 36°44'10.6"N, 130°24'51.2"E.
- b. 36°25'10.8"N, 130°54'51.1"E.
- c. 36°17'10.8"N, 130°54'51.1"E.
- d. 36°02'10.9"N, 130°28'51.3"E.
- e. 36°02'10.9"N, 130°24'51.3"E.

Area R-121.—An area bound by the following points:

- a. 38°25'09.8"N, 129°29'51.4"E.
- b. 38°25'09.7"N, 128°44'51.6"E.
- c. 38°17'09.8"N, 128°44'51.6"E.
- d. 38°17'09.8"N, 128°59'51.5"E.
- e. 38°10'09.9"N, 128°59'51.6"E.
- f. 38°10'09.9"N, 129°29'51.4"E.

Area R-123.—An area bound by the following points:

- a. 36°00'10.6"N, 124°59'53.2"E.
- b. 36°00'10.6"N, 125°29'53.0"E.
- c. 35°35'10.8"N, 125°29'53.0"E.
- d. 35°35'10.8"N, 124°59'53.2"E.

Area R-124.—An area bound by the following points:

- a. 37°06'10.1"N, 125°41'52.8"E.
- b. 37°06'10.2"N, 126°09'52.6"E.
- c. 36°55'10.2"N, 125°56'52.8"E.
- d. 36°55'10.2"N, 125°41'52.8"E.

Area R-125.—An area, 5 miles in radius, centered on position 34°33'11.2"N, 125°20'53.2"E.

Area R-126.—An area bound by the following points:

- a. 34°00'11.5"N, 125°47'53.1"E.
- b. 34°00'11.5"N, 125°59'53.0"E.
- c. 33°30'11.7"N, 125°59'53.0"E.
- d. 33°30'11.7"N, 125°47'53.1"E.

Area R-128.—An area bound by the following points:

- a. 33°00'11.9"N, 126°36'52.9"E.
- b. 32°40'12.1"N, 126°44'52.9"E.
- c. 32°40'12.1"N, 126°27'52.9"E.

Area R-131.—An area bound by the following points:

- a. 37°57'28.7"N, 124°34'08.1"E.

PUB 120 (Continued)

- b. 37°57'25.7"N, 124°38'00.1"E.
- c. 37°54'45.7"N, 124°34'05.2"E.
- d. 37°54'41.7"N, 124°37'57.1"E.

Area R-132.—An area bound by the following points:

- a. 37°57'00"N, 124°41'00"E.
- b. 37°57'00"N, 124°44'00"E.
- c. 37°45'00"N, 124°47'00"E.
- d. 37°45'00"N, 124°50'00"E.

3. Air Force Controlled Areas:

Area R-74.—An area bound by the following points:

- a. 36°52'10.5"N, 129°59'51.4"E.
- b. 36°50'10.5"N, 130°12'51.3"E.
- c. 36°44'10.6"N, 130°24'51.2"E.
- d. 36°02'10.9"N, 130°24'51.3"E.
- e. 36°02'10.9"N, 129°59'51.4"E.

Area R-80.—An area bound by the following points:

- a. 36°04'10.6"N, 125°47'52.9"E.
- b. 36°04'10.5"N, 124°49'53.2"E.
- c. 36°34'10.3"N, 124°49'53.2"E.
- d. 36°34'10.4"N, 125°47'52.8"E.

Area R-84.—An area bound by the following points:

- a. 35°25'10.8"N, 124°49'53.3"E.
- b. 35°25'10.9"N, 125°47'52.9"E.
- c. 35°00'11.0"N, 125°47'53.0"E.
- d. 35°00'11.0"N, 124°49'53.3"E.

Area R-88.—An area bound by the following points:

- a. 36°42'10.3"N, 124°49'53.2"E.
- b. 37°06'10.1"N, 124°49'53.1"E.
- c. 37°11'10.1"N, 125°41'52.8"E.
- d. 36°42'10.3"N, 125°41'52.9"E.

Area R-97A.—An area bound by the following points:

- a. 36°18'10.5"N, 126°34'52.6"E.
- b. 36°02'10.6"N, 126°23'52.7"E.
- c. 36°13'10.5"N, 126°10'52.7"E.
- d. 36°20'10.5"N, 126°30'52.6"E.

Area R-97B.—An area bound by the following points:

- a. 36°20'10.0"N, 125°56'52.7"E.
- b. 36°20'10.0"N, 126°09'52.6"E.
- c. 36°22'07.5"N, 126°14'43.7"E.
- d. 36°21'22.5"N, 126°30'07.6"E.
- e. 36°14'10.6"N, 126°37'52.6"E.
- f. 35°53'10.7"N, 126°21'52.7"E.
- g. 36°12'10.5"N, 126°02'52.8"E.
- h. 36°14'10.5"N, 125°56'52.8"E.

Area R-97C.—An area bound by the following points:

- a. 36°21'29.5"N, 126°22'54.6"E.
- b. 36°21'22.5"N, 126°30'07.6"E.

- c. 36°14'10.6"N, 126°37'52.6"E.
- d. 35°41'10.8"N, 125°43'52.9"E.
- e. 35°51'10.7"N, 125°34'53.0"E.

Area R-97D.—An area bound by the following points:

- a. 36°21'17.5"N, 126°24'43.7"E.
- b. 36°21'22.5"N, 126°30'07.6"E.
- c. 36°14'10.6"N, 126°37'52.6"E.
- d. 35°35'10.8"N, 126°05'52.8"E.
- e. 35°42'10.7"N, 125°51'52.9"E.

Area R-104.—An area, 5 miles in radius, centered on position 35°32'50.9"N, 126°26'25.7"E.

Area R-105.—An area, 11 miles in radius, centered on position 35°53'25.7"N, 126°04'35.8"E.

Area R-107.—An area bound by the following points:

- a. 38°08'09.9"N, 129°50'51.3"E.
- b. 38°08'10.0"N, 130°09'51.2"E.
- c. 37°39'10.2"N, 130°09'51.2"E.
- d. 37°42'10.1"N, 129°50'51.3"E.

4. Agency for Development Controlled Areas:

Area R-108A (No. 1 Firing Range).—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
- b. 36°32'58.4"N, 126°09'04.7"E.
- c. 36°33'08.4"N, 126°13'49.7"E.
- d. 36°40'36.3"N, 126°11'58.7"E.

Area R-108B (No. 2 Firing Range).—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
- b. 36°28'10.4"N, 126°07'28.7"E.
- c. 36°29'25.4"N, 126°15'01.7"E.
- d. 36°40'36.3"N, 126°12'58.7"E.

Area R-108C (No. 3 Firing Range).—An area bound by the following points:

- a. 36°40'38.3"N, 126°10'23.7"E.
- b. 36°38'10.3"N, 125°59'52.8"E.
- c. 35°01'19.0"N, 125°42'50.0"E.
- d. 34°58'24.1"N, 126°03'07.9"E.
- e. 36°34'10.4"N, 126°17'52.6"E.

Area R-108D (No. 4 Firing Range).—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
- b. 36°23'10.5"N, 126°00'22.8"E.
- c. 36°21'40.5"N, 126°09'07.7"E.
- d. 36°40'36.3"N, 126°11'52.7"E.

Area R-108E (No. 5 Firing Range).—An area bound by the following points:

- a. 36°41'11.3"N, 126°11'59.7"E.
- b. 36°36'57.4"N, 126°15'54.7"E.

PUB 120 (Continued)

- c. 36°33'36.4"N, 126°15'54.7"E.
- d. 36°33'34.4"N, 126°13'42.7"E.
- e. 36°40'39.3"N, 126°10'03.7"E.

Area R-108F (No. 6 Firing Range).—An area bound by the following points:

- a. 36°40'46.3"N, 126°09'16.7"E.
- b. 36°18'10.5"N, 125°56'37.8"E.
- c. 36°17'19.5"N, 126°00'32.8"E.
- d. 36°40'36.3"N, 126°11'52.7"E.

5. National Maritime Police Controlled Areas:

Area Sokcho.—An area, 5 miles in radius, centered on position 38°11'09.9"N, 128°49'51.6"E.

Area Tonghae.—An area, 5 miles in radius, centered on position 37°40'10.1"N, 129°15'51.5"E.

Area Pohang.—An area bound by the following points:

- a. 37°04'10.4"N, 129°59'51.3"E.
- b. 36°25'10.8"N, 131°11'51.0"E.
- c. 36°00'10.9"N, 130°51'51.2"E.
- d. 36°08'10.8"N, 129°59'51.4"E.

Area Ulsan.—An area, 5 miles in radius, centered on position 35°35'51.0"N, 129°42'56.6"E.

Area Pusan.—An area, 4 miles in radius, centered on position 34°53'11.3"N, 128°56'51.9"E.

Area Tongyong.—An area, 5 miles in radius, centered on position 34°38'31.4"N, 128°27'52.1"E.

Area Yosu.—An area, 5 miles in radius, centered on position 34°29'56.4"N, 128°04'52.2"E.

Area Cheju.—An area, 5 miles in radius, centered on position 33°40'11.6"N, 126°17'52.9"E.

Area Mokpo (Entrance).—An area, 5 miles in radius, centered on position 34°45'34.2"N, 126°13'23.8"E.

Area Mokpo-L.—An area, 4 miles in radius, centered on position 34°33'11.2"N, 125°20'53.2"E.

Area Mokpo (Yongkwang).—An area, 3 miles in radius, centered on position 35°24'10.9"N, 126°14'52.8"E.

Area Kunsan.—An area, 5 miles in radius, centered on position 35°51'40.7"N, 126°10'07.8"E.

Area Taean.—An area, 5 miles in radius, centered on position 36°28'55.4"N, 126°04'22.7"E.

Area Incheon.—An area, 4 miles in radius, centered on position 37°04'10.2"N, 126°04'52.7"E.

Firing Areas

(46(Supp.)99 Incheon)

27/00

PUB 154**7 Ed 1998****LAST NM 26/00**

Page 4—Lines 37 to 38/L; read:
for further information.

The waters described in this sector lie within the Vancouver Vessel Traffic Service (VTS) System. Vessels must contact the Vancouver VTS Control by VHF and report their position at each Calling-In-Point (CIP), by CIP name and sector, as follows:

| CIP | Name | Sector | Remarks |
|-----|--|--------|-------------|
| 1 | Zone Limit | Change | See note 1. |
| 3 | Race Rock | Change | See note 1. |
| 4 | Buoy "VH" | 1 | |
| 5 | Hein Bank | Change | See note 1. |
| 6 | Turn Point | 1 | |
| 7 | East Point | 1 | |
| 8 | Patos Island | Change | See note 1. |
| 9 | Portlock Point | 1 | |
| 10 | Peile Point | 1 | |
| 11 | Active Pass | 1 | |
| 12 | Sandheads | Change | |
| 12A | Woodward Island (Crown Forest) | 2 | |
| 12B | La Farge | 2 | |
| 12C | Shoal Point | Change | |
| 13 | West Porlier Pass | 1 | |
| 14 | East Porlier Pass | 1 | |
| 15A | Iona | Change | |
| 15B | Roger Curtis | Change | |
| 15C | Gower Point | Change | |
| 16 | Halkett Point | 3 | |
| 17 | Grace Island | 3 | |
| 18 | Crown Point/Point Atkinson | 3 | |
| 19 | Dundarave | 3 | See note 2. |
| 20 | Vanterm | 3 | See note 3. |
| 21 | Berry Point | 3 | See note 4. |
| 22 | Roche Point | 3 | |
| 23 | Entrance Island/Five Fingers Island | 1 | |
| 24 | Ballenas Island/Merry Island/Welcome Passage | Change | See note 5. |
| 25 | Cape Lazo/Powell River | 4 | See note 6. |
| 26 | Cape Mudge | 4 | See note 7. |

PUB 154 (Continued)

| CIP | Name | Sector | Remarks |
|-----|----------------------------------|--------|--------------|
| 27 | Steep Island | 4 | See note 8. |
| 28 | Separation Head | 4 | See note 9. |
| 29 | Cinque Island | 4 | See note 10. |
| 30 | Ripple Point | 4 | |
| 31 | Vansittart Point | 4 | |
| 32 | Fanny Island | 4 | |
| 33 | Boat Bay | 4 | |
| 34 | Lizard Point | 4 | |
| 35 | Lewis Point | 4 | |
| 36 | Pulteney Point | 4 | |
| 37 | Doyle Island | 4 | |
| 38 | Pine Island | 4 | |
| 39 | Cape Caution/ Triangle Island | 4 | |
| 40 | Cape Scott | Change | |

Notes:

- Administered by Seattle and Victoria Traffic (CVTS).
- Eastbound report only.
- Outbound vessel traffic will be given First Narrows advisory at CIP 20 (Vanterm).
Vessel traffic departing W of CIP 20 (Vanterm) will be given First Narrows advisory upon departure.
Outbound vessels broadcast position at Burnaby Shoal. Updated traffic advisory will be given by VTS as requested.
- Westbound report only.
- When northbound, mariners shall indicate whether their route is through West of Sisters, Stevens Passage, Sabine Channel, Malaspina Strait, or Welcome Passage.
- When southbound, mariners shall indicate whether their route is through Malaspina Strait, Sabine Channel, Stevens Passage, or West of Sisters.
- If northbound, mariners shall report ETA for Steep Island and Maud Island Light.
- If northbound, mariners shall report ETA for Separation Head and update ETA for Maud Island Light, if any change.
- If southbound, mariners shall report ETA for Steep Island and update ETA for Maud Island Light, if any change.
- If southbound, mariners shall report ETA for Separation Head and Maud Island Light.

Call signs and frequencies for each sector are, as follows:

| Sector | Call sign | VHF channel | Remarks |
|--------|-----------------|-------------|-----------------------|
| 1 | Seattle Traffic | 5A | Only for CIP 1 and 3. |

| Sector | Call sign | VHF channel | Remarks |
|--------|-------------------|-------------|-----------------------------|
| 1 | Victoria Traffic | 11 | Remainder of Sector 1 CIPs. |
| 2 | Vancouver Traffic | 74 | |
| 3 | Vancouver Traffic | 12 | |
| 4 | Comox Traffic | 71 | |

Caution.—Numerous fishing vessels may be encountered
(Can Annual Notice No. 25 of 2000) 27/00

Page 6—Lines 23 to 28/L; read:

provides 305m of berthage on its S side, with alongside depths of 10.7m, and 244m of berthage on its N side, with alongside depths of 9.8 to 10.7m. The pier has a minimum depth of 10.7m alongside, except at its E end where there is a depth of 9.8m. It is mostly used for wood and paper products.

Pier B, also situated at Ogden Point, provides 244m of berthage on its N side, with depths of 10.7 to 12.4m alongside, and 244m of berthage on its S side, with depths of 9.4 to 11.3m alongside.

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 6—Line 43/L; read:

Ship Point Wharf, situated on the NE side of James Bay,
(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 25—Lines 10 to 18/L; read:

end of an L-shaped pier, 335m long, with an alongside depth of 21.9m. Mooring buoys are situated off the E and W ends of the pier. Vessels up to 329.2m long, with a maximum beam of 53.2m, can be accommodated.

Berth No. 2, on the SE side of the terminal, is 305m long, with an alongside depth of 19.5m.

The channel leading to Berth No. 2 and Deltaport, described below, was dredged (1994) to 20.4m. The turning basin, lying S of the channel, was dredged (1994) to 12.2m, but has a least depth of 11.6m. The entrance to the dredged channel is marked by

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 25—Line 25/L; read:

berthage and has a depth of 15.5m alongside.

Anchorage is available in an area, designated "R", about 1.3 miles W of the head of Berth No. 1, in a depth of about 40m. Due to weather conditions and the depth, the pilot must remain on board the vessel when using this anchorage.

(Can SD British Columbia, Vol. 1, 1999 ed.; Can NM 3/00, Section 4; US CH 18421) 27/00

Page 35—Lines 17 to 18/R; read:

down and its loading wharf, which is 143m long, is in a state of disrepair.

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

PUB 154 (Continued)

Page 35—Lines 33 to 44/R; read:

dredged to a depth of 9m. Silting has been occurring in the area and depths of 7.1m were reported (1990) to lie in the channel.

The Canadian Occidental Chemicals Wharf is situated on the W side of the dredged channel. It is 187m long, with a depth of 8.3m alongside, and can accommodate vessels up to 15,000 dwt. A mooring dolphin is situated off each end of the berthing face.

A railroad freight car and barge landing, with guiding dolphins connected by timber walkways, is situated close S of the above wharf.

Squamish Terminals East Berth is 137m long, with a depth of 11.1m alongside. Squamish Terminals West Berth is 153m long and can accommodate vessels up to 213.3m long, with a maximum draft of 12.2m.

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 49—Lines 51 to 54/L; read:

West Dock is 115m long, with a depth alongside of 10m. Dolphins on each end of the wharf extend the berthing length to 152m.

MacMillan Bloedel Pulp Wharf East Dock is 137m long, with a depth alongside of 10.4m.

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 49—Line 6/R; read:

has a depth alongside of 13.5m.

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 52—Lines 13 to 16/L; read:

The Nanaimo Port Authority Assembly Wharf has three berths. They are designated A, B, and C, are each 183m long, and have depths of 9.2m, 11.8m, and 9.9m alongside, respectively. These berths are used for loading general cargo, lumber, pulp, and other forest

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 72—Line 34/R; read:

35m in the fairway channel. Tidal currents here may reach as much as 7 knots.

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 72—Line 43/R; read:

should not be attempted without local knowledge. Tidal currents here may reach as much as 14 knots.

(Can NM 1/00, Section 4) 27/00

Page 73—Lines 17 to 18/L; read:

sets 095° at a velocity of 6 to 8 knots, but may reach as much as 13 knots. The flood current in Barber Passage sets 155° at a velocity of 6 to 8 knots, but may reach as much as 13 knots. A wide

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 73—Line 26/R; read:

recommended as the period is short, usually not more than 5 minutes, and the current reverses

(Can SD British Columbia, Vol. 1, 1999 ed.) 27/00

Page 124—Lines 38 to 39/L; read:

The village has facilities for fishing vessels, small craft,

(Can NM 3/00, Section 4) 27/00

PUB 157 8 Ed 2000 LAST NM 20/00

Page 21—Line 39/R; insert after:

A Port Traffic Management Service Reporting Line has been established joining the following positions:

- a. 35°01.7'N, 128°58.1'E.
- b. 35°58.6'N, 128°59.5'E.
- c. 35°00.0'N, 129°10.0'E.
- d. 35°05.0'N, 129°15.0'E.
- e. 35°09.0'N, 129°09.5'E.

(2(13)00 Inchon) 27/00

Page 71—Line 57/L; insert after:

Caution.—Anchoring and fishing are prohibited in the E and W approaches to Denzhou Shuidao, Bo Hai Haixia, and Changshan Shuidao.

(BA NM 20/00) 27/00

PUB 162 4 Ed 1996 LAST NM 45/99

Page 97—Lines 47 to 51/R; read:

Pilotage.—Pilotage is compulsory; pilots board about 3 miles WNW of Bacalod.

Anchorage.—Anchorage is available in designated areas A and B, 5 miles NW and 5 miles SW, respectively, from Santo Nino.

(BA NM 20/00) 27/00

PUB 172 8 Ed 1998 LAST NM 17/00

Page 176—Line 27/R; read:

A restricted area has been established in Khawr al Quway, to the S and E of lines joining the following positions:

- a. Ra's Khutaymah (26°19.0'N., 56°20.2'E.) and Qarw ath Thawr (26°19.9'N., 56°20.6'E.).
- b. Khartum Taisar (26°22.6'N., 56°21.3'E.) and Sakhr al Makhruq (26°23.4'N., 56°22.7'E.).
- c. Sakhr al Makhruq (26°23.4'N., 56°22.7'E.) and Ra's Shuraytah (26°23.3'N., 56°22.7'E.).

No vessel over 20m in length may enter this area without prior approval from the Royal Navy of Oman. Vessels are also required to contact Ra's Musandam Naval Base on VHF channel 16.

(BA NM 17/00) 27/00

Page 205—Lines 14 to 26/L; read:

Vessels sailing to Zirkuh Petroleum Port shall inform the Port Officer via the Port Control at least 72 hours prior to arrival stating:

- a. Date and time of arrival of the vessel.
- b. Nature and quantity of the cargo to be loaded or discharged.

PUB 172 (Continued)

c. Estimated deepest draft on arrival.

Vessels shall also confirm or amend this information 48 and 24 hours before arrival.

To expedite pilot attendance, vessels should confirm the final ETA to Port Control on VHF 6 hours prior to arrival at the anchorage.

All communications with the exception of VHF communications with the terminal should be sent through Bahrain Radio.

Navigation/movement within the port limits is permitted, subject to prior permission by the Port Authority.

All vessels at anchor shall keep a listening watch on VHF channels 16 and 6.

(BA NM 21/00)

27/00

PUB 191 8 Ed 1996 LAST NM 26/00

Page 50—Lines 43 to 46/L; read:

A main light is shown from a conspicuous brown square tower with a green lantern, 33m high, standing 0.3 mile S of the cape. A radiobeacon is situated at the light. An old disused lighthouse is situated near the light and a fog signal hut stands on the extremity of the cape.

Amas du Cap, a large wedge-shaped rock, lies 0.5 mile W of the cape and is prominent.

Bank de l'Etendree, drying at its W end, extends about 1 mile ESE from the cape.

A dangerous wreck (position doubtful) lies about 1 mile NNE of Cap Frehel.

(Fr SD C 2.2)

27/00

Page 50—Lines 51 to 57/L; read:

de Saint-Cast, located 2 miles SE of Pointe de la Latte, is surmounted by a signal station. Les Bourdinots, a small group of rocks which dries up to 2m, lies about 0.8 mile ENE of this point and is marked at the N end by a buoy.

Pointe du Decolle (48°38'N., 2°08'W.), located 8.5 miles ESE of Cap Frehel, is surmounted by a disused signal station and fronted by rocks.

Ile Argot (48°38'N., 2°10'W.), a grass-covered island, lies about 0.5 mile offshore, 1.3 miles W of Pointe du Decolle. It is 36m high, sheer on the SW side, and easily identified from seaward.

Between Cap Frehel and Pointe du Decolle the coast is deeply indented by several drying bays. The small harbors within these bays are only used by small craft and yachts. Many places within the bays are obstructed by shellfish beds. Local knowledge is required for entry into this area.

Off-lying Dangers.—Le Vieux Banc (48°42'N., 2°10'W.), is a ledge lying about 4 miles NNW of Pointe du Decolle. It has a least depth of 1.2m and is marked by a lighted buoy at the SW extremity. Basse Nord-est du Vieux Banc, the NE part of the ledge, has a least depth of 5.6m and is marked close N by a lighted buoy.

Banchenou (48°40'N., 2°11'W.), with a least depth of 3.5m, lies about 3.5 miles WNW of Pointe du Decolle and is marked close N by a lighted buoy.

La Catis (48°43'N., 2°15'W.), a rock with a depth of 6.6m, lies about 3 miles ENE of Cap Frehel.

Basse des Sauvages (48°45'N., 2°12'W.), an isolated rock with a depth of 8.2m, lies about 6 miles NE of Cap Frehel.

Basse Trouvee (48°49'N., 2°05'W.), with a depth of 4.2m, lies about 5.5 miles NE of Basse des Sauvages.

Approaches to Saint-Malo

Between Pointe du Decolle and Dinard, about 2.5 miles E, the coast consists of several resorts fringed by sandy beaches separated by rocky points. A plateau formed by numerous rocks and dangers fronts the shore and extends up to about 1.5 miles seaward.

Baie de Saint-Malo (48°40'N., 2°02'W.), lies between Pointe du Decolle and **Pointe de Meinga** (48°42'N., 1°56'W.), 8 miles NE. The bay is encumbered with numerous islands, islets, rocks, and shoals through which several passages provide access to Saint-Malo.

Grand-Jardin (48°40'N., 2°05'W.), a reef which dries 11m, lies 1.9 miles NE of Pointe du Decolle. A main light (Grand-Jardin) is shown from a prominent tower, 38m high, standing on the SW extremity of this reef. A radiobeacon is situated at the light.

Ile de Cezembre (48°41'N., 2°04'W.), a conspicuous island, lies about 0.5 mile NE of Grand-Jardin Light and has two summits.

Grande-Conchee (48°41'N., 2°03'W.), a rock surmounted by the conspicuous ruins of a fort, lies about 1 mile ENE of Ile de Cezembre.

Grande-Hupee (48°41'N., 2°06'W.), a rock with a depth of 1.3m, lies on a shoal about 1 mile NW of Grand-Jardin Light. It is one of the outermost dangers in this area. Le Bunel, a drying rock, lies about 0.5 mile E of Grande-Hupee and is marked close W by a lighted buoy.

Les Bucharats (48°40'N., 2°07'W.), a shoal with a least depth of 3.5m, lies about 1.5 miles W of Grand-Jardin Light and is one of the outermost dangers in this area.

Basse NE des Portes, a shoal with a least depth of 2.2m, lies about 0.5 mile WNW of Grande-Jardin Light. Les Courtis Lighted Beacon, 21m high, stands close WSW of this shoal.

La Nouvelle Decouverte, a shoal with a least depth of 3.6m, lies about 0.3 mile WNW of this lighted beacon.

Les Cheminees (48°40'N., 2°07'W.), lying about 1 mile NNE of Pointe du Decolle, is the tallest and most conspicuous of the numerous above-water and drying rocks extending offshore in this vicinity.

Regulations.—A mandatory access channel for tankers transporting hydrocarbons and vessels transporting dangerous substances over 1,600 grt has been established in the approaches to Saint Malo. This access channel, which may best be seen on the chart, leads SE and may be entered about 7.8 miles WNW of Cap Frehel.

See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for rules pertaining to vessels in French waters.

Directions.—Vessels approaching from the E should pass at least 4 miles N of the coast before steering in a S direction for the pilot boarding place. Vessels approaching from the W should pass at least 2 miles N of Cap Frehel and N of La

PUB 191 (Continued)

Catis. They should then steer in a SE direction and pass between Le Vieux Banc and Banchenou, about 2 miles SSW.

Chenal de la Grande-Porte and Chenal de la Petite-Porte, the main approach channels, can be used day or night; the three other approach channels, E of the main channels, are only practicable by day and with a rising tide.

Vessels using the mandatory access channel must then transit Chenal de la Petite-Porte.

Chenal de la Petite-Porte (48°41'N., 2°06'W.), leads close NE of the N part of Le Vieux Banc (Basse Nord-est du Vieux Banc) and then between Grande-Hupee and La Nouvelle Decouverte. The fairway is indicated by a lighted range formed by Grand-Jardin Light and La Balue Light, 4 miles SE.

Chenal de la Grande-Porte (48°40'N., 2°08'W.), leads close S of Les Bucharats. The fairway is indicated by a lighted range formed by Grand-Jardin Light and Rochebonne Light, 4.2 miles E.

(Fr SD C 2.2; NIMA) 27/00

Page 50—Lines 1 to 23/R; strike out.
(NIMA) 27/00

Page 50—Lines 28 to 30/R; read:
adjoins the town of the same name.
(Fr SD C 2.2; Lloyds Ports) 27/00

Page 50—Lines 38 to 56/R; strike out.
(NIMA) 27/00

Page 51—Lines 1 to 15/L; strike out.
(NIMA) 27/00

Page 51—Lines 2 to 7/R; read:

An outer fairway lighted buoy (safe water) is moored about 2 miles NW of Grande-Jardin Light.

La Balue Light (rear range) is shown from a prominent tower, 37m high, standing 1.3 miles SE of the entrance lock.

Rochebonne Light (rear range) is shown from a prominent tower, 20m high, standing near the coast, 2.5 miles NE of the entrance lock. A conspicuous radio mast is situated 0.7 mile SE of this light.

Avant-port is protected by Mole des Noires, a breakwater, which extends about 0.3 mile SW from the SW corner of the town. The town is surrounded by ramparts and dominated by a cathedral with a conspicuous spire.

The estuary of La Rance is crossed by a barrage dam about 1.5 miles S of Mole des Noires. A hydro-electric power station stands at the center of the dam and is operated by the tides. The sluices from which the station derives its power are situated between it and the E end of the dam. A lock, situated on the W side of the dam, provides access for small craft to the river. It is 65m long and 13m wide.

See Approaches to Saint-Malo for additional information.
(Fr SD C 2.2) 27/00

Page 52—Line 3/L; read:
the fairway lighted buoy (48°41'N., 2°07'W.). The area has
(Fr SD C 2.2) 27/00

Page 52—Lines 10 to 37/L; read:
neap tides only. There are depths of 7 to 8m and the holding
ground is reported to be mediocre.
(Fr SD C 2.2) 27/00

Page 52—Lines 41 to 55/L; strike out.
(NIMA) 27/00

Page 52—Lines 1 to 24/R; strike out.
(NIMA) 27/00

Page 60—Lines 20 to 41/R; read:
4.3 Directions.—When approaching from the SW and
passing W of Guernsey
(NIMA) 27/00

Page 61—Lines 1 to 4/L; strike out.
(NIMA) 27/00

Page 61—Lines 33 to 43/L; strike out.
(NIMA) 27/00

Page 61—Lines 1 to 15/R; read:
Jersey

4.4 Jersey (49°13'N., 2°08'W.), the S most and largest island of the Channel Islands, rises to a height of 125m in its N part. The land slopes gradually from this height to the S coast. The interior of the island is cultivated in small fields. Trees are mostly sparsely scattered except in some valleys. The main town is Saint Helier, situated on the S coast. The best anchorages lie in Gorey Roads, on the E coast, and Saint Aubin Bay, on the S coast.

Regulations.—All vessels, including small craft, arriving at Jersey must first call and report at the ports of Saint Helier or Gorey prior to proceeding to any other harbors, marinas, or anchorages where it is intended to land.

West coast of Jersey.—Grosnez Point (49°16'N., 2°15'W.), the NW extremity of Jersey, is a precipitous bluff, 77m high. The ruins of a castle stand on its summit. A main light is shown from a white structure standing on the point. This light structure is difficult to identify, but a conspicuous lookout tower is situated 0.4 mile SW of it.

Banc Desormes (49°19'N., 2°17'W.), which is rocky, lies off the NW extremity of Jersey, about 3.8 miles NNW of Grosnez Point. Northwest Head, the NW extremity of this bank, has a least depth of 6.7m and is marked by a lighted buoy moored about 0.7 mile WNW of it.

Rigdon Bank, with a least depth of 3m near its center, lies about 2
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PUB 193
(NIMA)

8 Ed 2000

NEW EDITION
27/00